



# **ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER**

**March 2012**

## **FROM THE AIR TRAFFIC MANAGER**

It appears that we skipped winter and transitioned straight from fall to spring. The trees are already budding, my grass is getting green and it seems that everyone is having allergy issues. The good news is that the convertible top on my car has been down twelve times in thirty days this year. Last year it was zero times in one hundred plus days. Ain't it great?!

I don't have much news for you this month. If you have any ideas or suggestions for items to be included in future issues, please email me the information. I'll be glad to discuss anything that the readers feel would be beneficial.

**Harland B. (Blaine) Herron**

[harland.b.herron@faa.gov](mailto:harland.b.herron@faa.gov)

## **CONGRATULATIONS**

Please join the tower personnel in congratulating Adam G. on becoming the newest Certified Professional Controller at Addison Tower. Adam arrived at Addison Tower in June of 2011 and has now certified on all control positions in the facility. We are very pleased to have him on board and wish him well in his career.

## **RUNWAY SAFETY ACTION TEAM MEETING**

The Local Runway Safety Action Team meeting was held on February 14 in the Addison Airport Office Conference Room. The meeting was attended by thirteen (13) airport tenants/pilots along with five (5) FAA employees and (4) Addison airport and city employees.

The following is a copy of the Runway Safety Action Plan that was developed as a result of the meeting. It describes what occurred in the meeting, some "Best Practices" that were identified that would be good for all users to know, and the action items that resulted from the discussions. Section II, the Meeting Participation List, has been deleted.



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## **I. Introduction**

### **A. Background**

The ADS Runway Safety Action Plan (RSAP) was developed after a Local Runway Safety Action Team (RSAT) meeting was held on February 14, 2012. This RSAP identifies action items that were identified at the RSAT Meeting. These action items, when implemented, are ways in which to enhance runway safety at the ADS Airport.

### **B. Incident History**

Since the last Regional RSAT meeting on January 26, 2011 ADS reported fifteen (15) Runway Incursions:

12 Pilot Deviations (PD), Category C and D

3 Vehicle/Pedestrian Deviations (V/PD), Category C and D

Since the last Regional RAST meeting on January 20, 2009 ADS reported five (5) Surface Incidents:

1 Pilot Deviation

4 Vehicle/Pedestrian Deviations (V/PD)

The ADS airport is a General Aviation airport which conducted 115,020 operations during calendar year 2010 and 107,849 operations during calendar year 2011.

ADS	Air Carrier	Air Taxi	General Aviation	Military	Total
2010 Ops	2,959	15,060	96,393	608	115,020
2011 Ops	3,313	13,060	90,870	606	107,849
Percentage of Total	2.81%	12.62%	84.02%	0.54%	100.00%

## **III. Runway Safety Issues and Concerns**

The purpose of the meeting was to review the past RSAT meeting, the resultant RSAP, the effectiveness of the action items that were implemented, and to discuss possible action items and mitigations to any issues identified in this meeting.



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Harland B. Herron, Air Traffic Manager (ATM), ADS ATCT, welcomed everyone to the meeting, made the customary introductions, and explained the purpose of the RSAT meeting. He then gave a detailed briefing on:

- Runway Safety Incident types and definitions
- Classification categories of runway incursions
- Non-Standard Taxiway Alpha Hold Short Line locations
- In-pavement and above ground Runway Guard Light installation
- Number/Type/Classifications of incidents in years 2008 through present.
- Each individual runway incursion that has occurred in fiscal year 2012
- Review of 2011 RSAT meeting including action items and effectiveness after implementation:
  - ADS-RSAT-11-01
    - ISSUE: Non-authorized persons gain access to the airport property, non-movement, and movement areas without proper monitoring.
    - SOLUTION: Procure “proximity cards” and “card readers” for use by all tenants and users with a verified need to access the airport.
    - DISPOSITION: Estimates for costs of this equipment and installation were acquired. Funding has not been located to meet the required costs. The required funding has not yet been procured.
  - ADS-RSAT-11-02
    - ISSUE: Persons with access to the airport are entering the movement areas without clearance/permission
    - SOLUTION: Place signs at all movement area entrances that state a clearance/permission is required to proceed any further.
    - DISPOSITION: These signs were placed at all movement area entrances in early July 2011.
  - ADS-RSAT-11-03
    - ISSUE: Persons are performing unsafe activities on the airport that are not aviation related.
    - SOLUTION: Anyone observing such activities should report the actions to the Addison Police for appropriate response to handle the situation.
    - DISPOSITION: A new city ordinance was enacted that provides the ADS Police the authority to issue citations for specific misdemeanor violations.

Joe McAnally, ADS Airport Operations Manager, reported on efforts made by the airport administration to mitigate the number of surface incidents since the last RSAT. He:

- Reviewed the ADS Airport Driver Training Program



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- Reviewed the new city ordinance that makes it a misdemeanor to:
  - Enter a movement area without clearance/permission
  - Drive in excess of published speed limits when on the airport
  - Allow “piggy-back” entry through the gates
  - Allow personal guests to enter and move about airport unescorted.
- Reviewed the new runway guard light installation
- Reviewed the efforts made to procure “proximity cards and readers”.

## **Stakeholder’s Open Discussion**

- Two tenants expressed concerns over “the overly oppressive rules enacted by the ADS Air Traffic Manager” regarding the taxi of aircraft from the east side to the west side of the airport via the use of only the southernmost taxiway, Taxiway Charlie.
  - The Air Traffic Manager (ATM) reviewed the incident in 2008 that precipitated the enactment of this procedure in which a tug entered Taxiway Foxtrot and almost collided with a departing Lear Jet. It was determined at that time that all future runway crossings would take place at the end, or as near to the end of the runway as possible to reduce the chances of a collision.
  - The Runway Safety representatives explained to the group that a Safety Risk Management Assessment would need to be done to determine the safety of crossing the runway at a point other than the end of the runway. If it was determined that these crossings would not add unnecessary risk, then the procedure could be changed. This is one of the action items from this meeting.
- Two tenants expressed concerns about the poor service from the ADS tower personnel when taxiing from the west side of the airport to the east side of the airport.
  - The ATM advised the pilots that if they receive bad service they should contact him. He explained that he has stressed to the controllers on numerous occasions that it is a priority to get the aircraft across the runway, taxied to the end for take off, and not delay the aircraft unnecessarily.
  - The ATM said that he had not had any complaints on this issue in many months, but that he would again brief the controllers on their priorities.
- One tenant expressed concerns about the number of “hot spots” that are depicted on the ADS Airport Diagram. He then expressed his perception of the runway safety issue at Addison as being caused by “an obsession that the Air Traffic Manager has with the issue”. He stated that there had never been more than three



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- (3) incursions reported before the arrival of this manager at Addison that there has never been an accident attributed to an incursion at Addison, and that the manager is the root of all of the problems at the airport. He did not state what these “problems” were.
- The ATM explained that “Hot Spots” are marked to bring attention to unusual and unsafe areas of an airport, and that all of the intersections along Taxiway Alpha meet the stated criteria.
  - The ATM explained that he was not the cause of anybody entering a movement area or crossing a hold short line without a clearance. He explained that it is the requirement of all tower personnel to report these occurrences so that the Flight Standards Division Office (FSDO) personnel could identify the pilots/users that need more training, education, etc. and to mitigate future risks of someone actually causing an accident at Addison.
  - The Airport Operation Manager discussed an incident in which an aircraft landed in the grass to the side of the runway one night during the hours when the tower was closed. He discussed the inappropriate actions that the pilot took to extricate the aircraft from the situation.
    - The discussion then proceeded to correct actions to take in these situations. These actions are listed in the “Best Practices” section of this report.
    - The discussion also revealed that the Addison Police do not have the capability to transmit/receive on air traffic frequencies while performing their duties on the airfield. It was suggested that the city procure such radios for all vehicles that require airport access. This is one of the action items from this meeting.

## **IV. Best Practices**

- When aircraft incident occurs during hours the tower is closed, pilots should:
  - Make broadcast on radio (if operable) to alert all aircraft of the location and unsafe condition
  - Make call on radio (if operable) to approach control to alert them to the location and unsafe condition
  - Call 911. ADS Fire/Police dispatch will make necessary notification and coordinate required response



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### **V. New Action Items Generated from this RSAT**

Each Action Item is identified with a number that indicates the year of the RSAT and the Action Item number. At the end of the Action Item the following are in parentheses:

1. Responsible party for performing the action (RESP).
2. The FAA Point of Contact (POC) for the Action.
3. The Expected Start Date (ESD) of the Action.
4. The Expected Action Completion Date (EACD).

#### **ADS –RSAT-12-01**

- **ISSUE:** Aircraft utilizing Taxiway Charlie to cross from one side of the airport to the other are unnecessarily penalized with the excessive taxi length.
- **SOLUTION:** Perform a Safety Risk Management Analysis to determine if aircraft can safely utilize taxiways other than Taxiway Charlie to move across the runway.

RESP – Harland B. Herron, ATM, ADS ATCT  
FAA POC – Harland B. Herron, ATM, ADS ATCT  
ESD – Spring 2012  
EACD – Fall/Winter 2012

#### **ADS-RSAT-12-02**

- **ISSUE:** Addison Police do not possess radios with capability to transmit/receive on air traffic frequencies while in the movement areas.
- **SOLUTION:** Procure radios with capability to transmit/receive on air traffic frequencies for all police vehicles that require airport access.

RESP – Joel Jenkinson, ADS Airport Manager  
FAA POC – Harland B. Herron, ATM, ADS ATCT  
ESD - Spring 2012  
ACD – Fall/Winter 2012

### **VI. Review of Previous Action Items**

#### **ADS –RSAT-11-01**

- **ISSUE:** Non-authorized persons gain access to the airport property, non-movement, and movement areas without proper monitoring.
- **SOLUTION:** Procure “proximity cards” and “card readers” for use by all tenants and users with a verified need to access the airport.



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- **DISPOSITION:** Estimates for costs of this equipment and installation were acquired. Funding has not been located to meet the required costs.

### **ADS-RSAT-11-02**

- **ISSUE:** Persons with access to the airport are entering the movement areas without clearance/permission
- **SOLUTION:** Place signs at all movement area entrances that state a clearance/permission is required to proceed any further.
- **DISPOSITION:** These signs were placed at all movement area entrances in early July 2011.

### **ADS-RSAT-11-03**

- **ISSUE:** Persons are performing unsafe activities on the airport that are not aviation related.
- **SOLUTION:** Anyone observing such activities should report the actions to the Addison Police for appropriate response to handle the situation.
- **DISPOSITION:** A new city ordinance was enacted that provides the ADS Police the authority to issue citations for specific misdemeanor violations.

## **ADDISON AIR TRAFFIC COUNTS**

February traffic counts improved over January. We had 301 more operations in February than January with two less days in the month. The month also showed a large increase over the same month in 2011. Much of this increase was due to the increase in the “local traffic” (touch-and-goes). This traffic more than doubled over last year’s count. The weather, which was much better this year than last year, probably accounts for most of the increases. Hopefully, this is the start of a busier year than the last couple.

February Total traffic was up 13.9% from the same month in 2011.

February IFR traffic was up 2.7% from the same month in 2011.

February VFR traffic was up 23.1% from the same month in 2011.

February Itinerant count was up 9.3% from the same month in 2011.

February Local operations were up 100.9% from the same month in 2011.

February Over-flight count was up 13.2% from the same month in 2011.



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## JANUARY COUNTS 2011 AND 2012

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	16	690	2353	2	0	274	4362	28	7725	465	0	465	156	57	126	5	0	52	646	11	1053	9243

ADS '12	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	5	722	2143	8	0	213	3957	13	7061	417	0	417	289	122	245	3	0	38	554	6	1257	8735

## FEBRUARY COUNTS 2011 AND 2012

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	
Total	22	793	2358	20	0	221	3074	9	6497		347	4	351	207	74	171	0	0	52	578	5	1087

ADS '12	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	3	787	2295	9	0	156	3831	19	7100	701	4	705	267	116	216	7	0	59	472	94	1231	9036

## MARCH COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	13	900	2565	2	0	351	4099	24	7954	505	0	505	179	57	163	2	0	80	548	5	1034	9493

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	22	787	2709	21	2	257	4434	29	8261		609	0	609	324	106	244	1	0	57	762	12	1506





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## APRIL COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	18	883	2568	7	0	377	3926	19	7798	469	5	474	292	69	186	3	0	55	590	11	1206	9478

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	
Total	6	575	2134	8	1	247	3687	33	6691	570	0	570	294	93	208	5	0	60	725	5	1390	8651

## MAY COUNTS 2010 and 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	14	774	2676	8	1	358	4443	39	8313	793	0	793	222	74	161	5	0	75	602	9	1148	10254

ADS '11	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI	
Total	6	521	1680	7	0	220	3593	32	6059	411	0	411	393	139	355	4	1	64	713	10	1679	8149	

## JUNE COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	27	810	2525	3	0	318	4518	20	8221	788	0	788	240	80	211	8	0	47	568	21	1175	10184

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	7	512	1453	14	0	299	4330	32	6647		620	0	620	409	194	422	5	0	70	864	14	1978



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## JULY COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	12	791	2442	12	0	282	4315	22	7876	1550	4	1554	299	96	182	2	0	37	540	14	1170	10600

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	3	498	1652	10	0	234	4655	26	7078	635	0	635	273	134	227	7	0	47	776	18	1482	9195

## AUGUST COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	17	783	2220	14	1	349	5110	22	8516	971	0	971	192	82	139	4	0	31	602	5	1055	10542

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	1	605	1867	10	0	322	4257	15	7077	583	0	583	284	167	292	5	0	55	644	5	1452	9112

## SEPTEMBER COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	13	804	2571	7	0	239	3892	25	7551	610	0	610	230	59	193	1	0	37	378	9	907	9068

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	
Total	6	611	2065	6	0	362	4531	32	7613	593	0	593	147	70	149	0	0	48	645	2	1061	9267



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## OCTOBER COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	12	760	2527	8	0	299	5462	45	9113	532	2	534	253	73	186	3	0	37	518	6	1076	10723

ADS "11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	
Total	2	594	2290	16	0	318	4668	30	7918	597	0	597	215	137	242	9	0	113	687	8	1411	9926

## NOVEMBER COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	30	909	2566	7	0	255	4357	35	8159		639	0	639	190	69	194	3	0	34	528	7	1025

ADS "11	Itinerant								Total	Local			Overflight								Total Ops	
	IFR				VFR								IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI			
Total	18	696	2211	15	0	263	3559	23	6785	660	2	662	286	122	258	6	0	65	488	11	1236	8683

## DECEMBER COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	33	962	2351	10	0	299	4328	32	8015	445	0	445	232	72	143	5	0	32	708	10	1202	9662

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	15	860	2139	17	0	186	3387	11	6615	428	0	428	196	85	180	3	0	54	503	3	1024	8067



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Itinerant = Aircraft that land/take off from ADS airport.

Local = Aircraft operating in the local traffic pattern (touch-and-goes, low-approaches, etc.).

Overflight = Aircraft that enter/exit the ADS Class Delta Airspace from points other than ADS airport.

AC = Air Carrier

AT = Air Taxi

GA = General Aviation

MI = Military

## **ADDISON IFR TRAFFIC COUNTS**

<b>Month</b>	<b>Count</b>
01/12	3335
02/12	3700
03/11	4221
04/11	3323
05/11	3105
06/11	3036
07/11	2804
08/11	3231
09/11	3054
10/11	3505
11/11	3612
12/11	3495
<b>Total</b>	40421